

The FORK *and* BLADE

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1939 "ROYAL" LINCOLN AT SIR JOHN BENNETT JEWELRY SHOP IN GREENFIELD VILLAGE
photo courtesy of The Henry Ford Museum, Dearborn, Michigan

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FROM THE EDITOR...

In this issue we have Robert Redford, at least that is what the N.Y. Times caption say, "hard" information on paint colors, some great Lincoln photos and stories and the 1975 Roster! More members, up to 489 on the mailing list, more cars, and better proof reading. I think all the errors in last year's roster, prompted over 60% of the members to fill out and return the '75 forms in the hope that I'd get it right this year. I tried.

The Fork & Blade has a goodly number of contributors, one of whom, Dick Price sent in the 1921 Lincoln ad with this comment. "Herewith some grist for the never ceasing mill of the F&B." So true, so keep the contributions coming, please?

ALL ROADS LEAD TO DEARBORN, AUGUST 9

From running chassis to national first place winners, our Lincolns are the greatest thing the LOC has going - let's get them going to Dearborn, Michigan, August 9, 1975, for The Lincoln Owners' Club meet!

Reservations have been made at The Dearborn Inn, which will be meet headquarters and banquet site. Two full days are suggested to see the Henry Ford Museum and Greenfield Village, with a minimum of a half day for each. I do not know what the policy is on allowing visitors into The Ford Archives, but I hope they will be open to us.

Dearborn has something of interest for persons of all ages, so plan to bring your family, your Lincoln and come!

FROM THE MEMBERS...

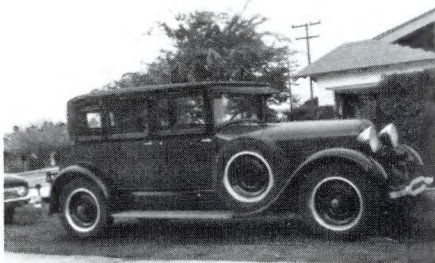
I wish I could reproduce GLEN DEAN'S letter as written, for he has the most fascinating handwriting. I have used it to caption the photo of his 1927 sedan, left, about which he writes, "I had started to restore my Lincoln but due to my present commitments I am unable to continue the work so am therefore on the lookout for a reputable restoration shop in the Los Angeles area, but so far I haven't been successful. I have considered having the car completed here in Vegas but trying to find the craftsmen is almost impossible.

"I was wondering if perhaps the club might have knowledge of a suitable firm that I could contact with regard to completing the restoration. If you happen to be aware of such a shop I would be very grateful if you could telephone me collect"

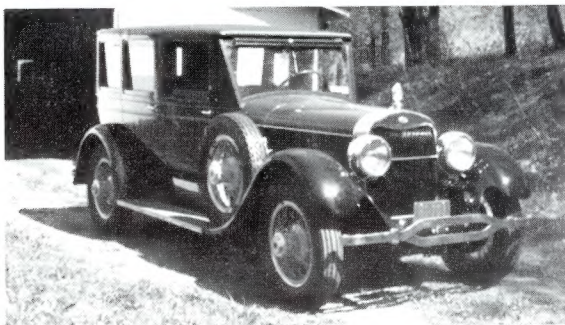
From CHARLES W. NASH, "We...admire your attitude concerning the Lincoln meets as to the condition of cars to be displayed. It is my opinion that many owners of cars in good or original condition have been reluctant to exhibit their cars because of their condition.

We are enclosing a picture of our 1926 Lincoln sedan (left) with aluminum body styled by Dietrich...we have owned this car for 23 years. Someday when and if you are really hard-up for material, we would be able to send a story...it would not be too exciting, and I am not all that fond of publicity.

CORNELIUS ONDERLINDE writes, "I would like to see a series of articles dealing with the V-12 engine on rebuilding-overhauling, bearing adjustments, etc. Quickie repairs, also problems that Ford may have had with these engines and their drawbacks."



Glen dean 1927 four door sedan



CHARLES W. NASH'S 1926 LINCOLN

BILL TUTHILL'S FIRST OWNER CLASSIC 1927 LINCOLN

I recently acquired from a nearby dealership, four vintage cars: a 1910 Ford Torpedo roadster, a 1919 Cadillac Phaeton, a 1929 Model A Taxi and a 1927 Lincoln sedan. Of particular interest is the Lincoln sedan, pictured below, right, for it had never been sold or titled. I am the original owner of this fine 48 year old vehicle.

Some years ago I heard about this Ford-Lincoln agency in a small Pennsylvania town which owned the above cars. Shortly thereafter, when in that area I made a point to visit the agency. I entered the showroom to see on display the fine and very much like new, 1927 Lincoln sedan. I met and had a nice visit with one of the agency owners who showed me the car which had only been driven on occasion, having only 5920 miles on it. It was one of two Lincolns the agency acquired in 1927. One being a special order for a local lady, and this particular car, for display. It was not sold that year and eventually was just not for sale. I was shown the factory invoice on it and my recollection is it cost the agency about \$5,600 and would have sold for about \$7,200. Such a fine car was of great interest to me, but it was not available at that time. I did keep in touch with the agency, stopping by from time to time when in the area.

Two years ago the 4 cars became available due to an estate sale and I was fortunate to purchase them. The Lincoln is number 43388 with body style 152 #10-1005, identified as a Dietrich designed, Lincoln built aluminum bodied sedan with the doors and windows being framed in cast aluminum. It showed its fine state of originality and preservation, having always been in heated storage, but it did need a good cleaning.

The original blue and black paint appeared to need a lot of rubbing out, but as I started to polish with a cleaner I noticed I was not rubbing off a faded or pigmented paint but a brown film. It occurred to me that this was most likely a film of oil and gas vapor which had built up on the Lincoln during its storage in recent years in the service area of the garage. I then applied Windex, which had just enough ammonia to cut through the film. After repeated applications to a given area, I was down to paint and striping as fine and original as you could hope for. According to the manufacturer, the following are the principal operations in finishing of all Lincoln bodies in 1927: "Sand and clean, (prime, three coats surfacer, rub, spot prime, glaze) three times, spot sand and clean, re-prime, spray four coats pyrolon color, sand, spray four additional coats color, inspect, interior trim, polish body, inspect, final polish, inspect, stripe, final inspection."

The 60° V-8 engine is made to very fine tolerances, 17 measurements on a fully machined connecting rod are "accurate to the $\frac{1}{2}$ to .002 inch." Every part of a new Lincoln engine was made to perfect interchangeability with any other new Lincoln engine. There was no break-in period, "a new engine could be driven wide open from the very first mile" because of the fine engine tolerances.

This Lincoln has the solid feel and ride of a new car. Although entirely original, you will note on the photo that the original horn was replaced with a matched set. Underneath the seat were the original and as new standard accessory items as follows: 37 piece nickle plated tool kit, jack, trouble shooting light, tire pump hose and guage, lubricating gun and tire chains.

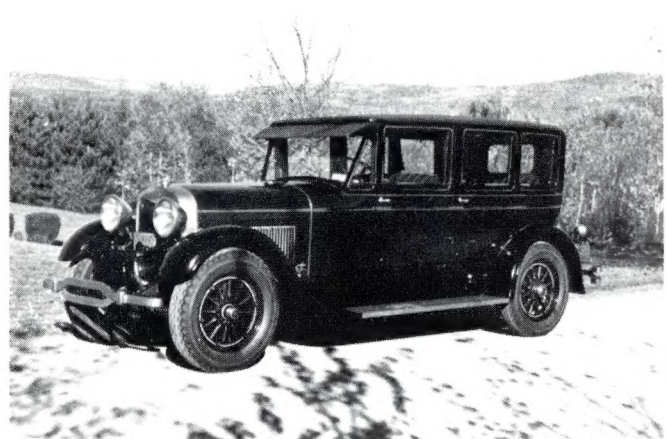
No doubt many of us have a favorite classic. It may or may not be one of the quality Model L's made through 1930. Nevertheless, we cannot but help to appreciate this car for its quality and craftsmanship. (Thanks to Bill Tuthill for the most interesting story.)

HUBERT L. FRANKLIN writes about his 1929 169B sedan, "I don't know the model, but it is a 5 passenger sedan, 6 wheels, in excellent original condition except for its age. Can you tell me from the body number who made the body? I believe it was done by Ford Motor Co, am I correct? I am sure it wasn't a Dietrich body, as you can tell I am new at this and know very little about the Lincoln autos."

Mr. Franklin's 1929 169B is listed as, a Town Sedan, 5 passengers, 3 windows. 2177 were built in 1929-30 by Lincoln. It is a Model L.

ROBERT G. LANDINO "would like to know how many of these cars (KA) were made in 1933?" I can find no figures on how many 33 KA convertible coupes with Murray bodies were made but Lincoln turned out a total of 1420 of the 136" wheelbased KA's in 1933 according to Michael Schauer's Classic Lincoln I.D. guide in the roster.

WILLIAM E. (Bill) CAREY writes, "I have recently acquired a 1923... 4 passenger coupe, wooden wheels (6), 2 spares. I am deep in the restoration, as you can see from my photos...(Ed note, my apologies to Bill Carey for running only the photo of his parts car but the others of his 23 blue and black 4 pass coupe with jump seats were too dark to successfully print). The parts car in the other photo has made it possible to come a long way and still this car could be saved...It is missing rt cyl block, headlight & a few little things. Some member might need this much car for his present project. Can let you know when we are finished-it will be for sale.



BILL TUTHILL'S 1927 MODEL L SEDAN



BILL CAREY'S 1923 7 PASS PARTS SEDAN



JOANNE McANLIS' 1931 K LIMOUSINE. From left, MAC, JOANNE, KAREN, Dr. & Mrs. JOHN C. & BOB McANLIS

THE 1974 GLIDDEN TOUR

by JOHN G. McANLIS, M.D.

The 1974 Glidden Tour, based at St. Petersburg, Florida was sufficient temptation to ready our 1931 K Lincoln limousine and head south for our first Glidden experience. Our interest in the hobby has always been a family experience so we requested a two week school respite for our four children; Bob 16, Karen 12, Mac 10 and Joanne 5 who is the nominal owner of the Lincoln.

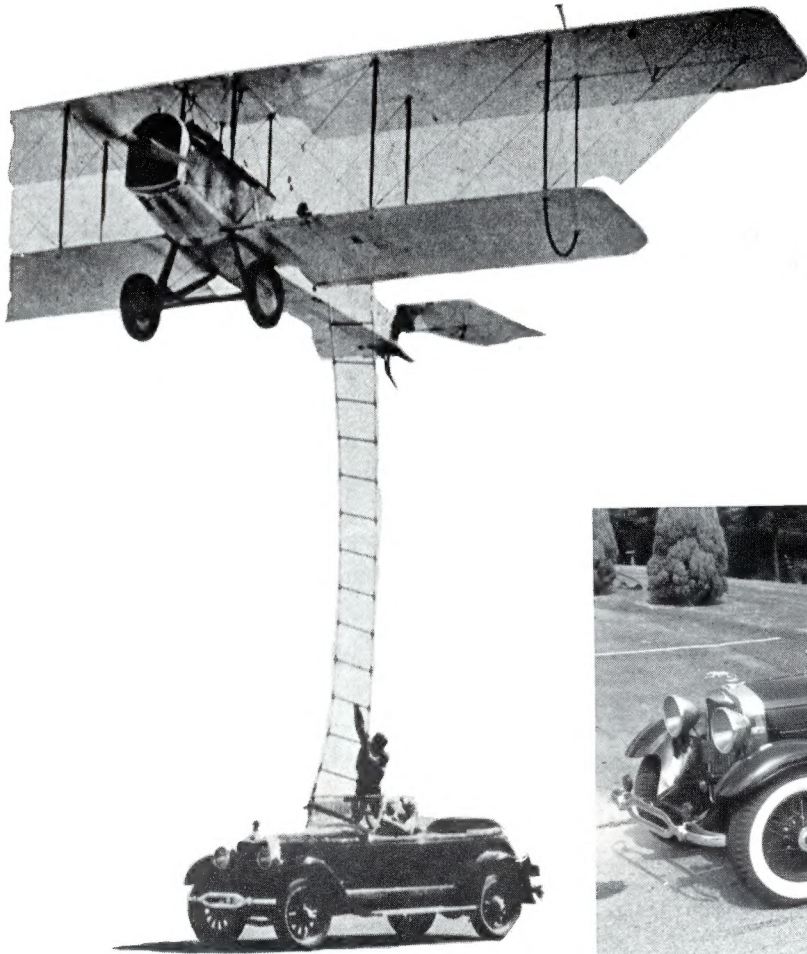
During the five years that we've owned the Lincoln, we have made a great many service improvements. Many parts and much advice were provided by LOC people such as editor Sally Quick, Ken Pearson, Henry Harper and Dick Chapman. Friend B.C. Hartline deemed our sturdy old Gehrig tires worthy of many more happy miles. However, I did not mention my ancient inner tubes!

A large plywood trunk, vinyl covered, was made to hold several modern suitcases, every available space was jammed with equipment, our family of six piled in and we were on our way. Joining friends from the Canton, Ohio area, we proceeded south to Marietta, over the West Virginia Turnpike, the beautifully colored mountains of the Blue Ridge area, the rolling hills of North Carolina, the peanut and cotton fields of South Carolina and Georgia, and the swamps and endless billboards of Florida. We arrived at St. Petersburg Beach on the fourth day, but not without a few minor problems on the way.

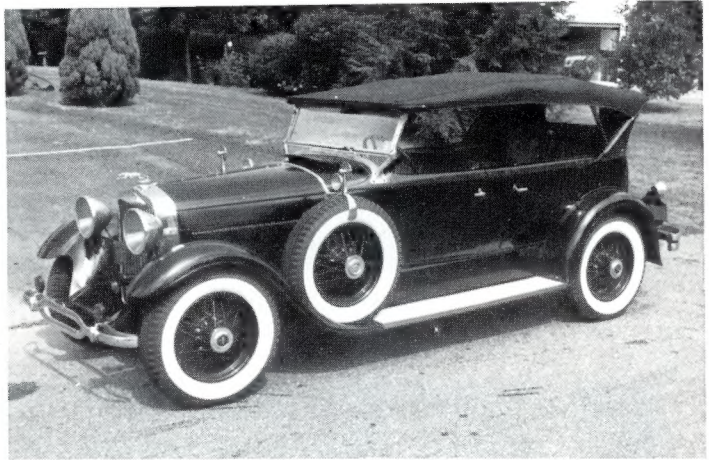
The first tube blew out while still in Ohio and was replaced with a new spare tube, to be mentioned later. All tires were then broken down and the casings and tubes were thoroughly doused with Mennens Baby Powder. While marching through Georgia a third tube was lost as we heard the whurring whizzing sound of the rubber stem separating from the metal of the stem. A farm implement tube gave us a usable spare for the rest of the way. This first long distance driving managed to loosen much sediment and shale in the cooling system, which eventually looked like Mississippi mud on the top of the radiator core. This necessitated numerous irrigations and was finally remedied by a good backflush. Minor generator trouble was easily corrected at least five times. I was determined that if we ever got back to Ohio the car should be bronzed forever.

The Glidden Tour was a fine experience for us as Freshmen. There were a number of nice Lincolns including the immaculately restored 1932 KB of Tom Lester. Several famous LOC members drove Brand X automobiles. The children enjoyed the nice beaches, the museums and Disney World, as well as the opportunity to take the Lincoln to local drive-ins while Mom and Dad attended the tour dinners. Bob was the official driver for the tour, but placed second for the youngest driver award. The experience of family fun and the association with many fine people made us all winners.

The return trip to Ohio found the Lincoln running as nicely as ever. We took all the return hills in high gear, bombing through Fancy Gap, Virginia with power to spare and completed the trip with only two more flats, one a cannon shot that was probably heard back in St. Petersburg. This was the brand new tube that was the replacement for the first flat. The subsequent 25% reduction sale of our Bedford, Ohio antique auto tire dealer brought a new set of tires and tubes. This change provided a convenient opportunity to repaint the wheels in their original black. I decided against bronze after all.



The above picture of Robert Redford trying a daredevil stunt in "The Great Waldo Pepper" is from the March 16, 1975 New York Times, sent in by Ed Potts.



GEORGE CORSE'S 1929 LINCOLN TOURING

ENGINE #58768

1929 LINCOLN TOURING

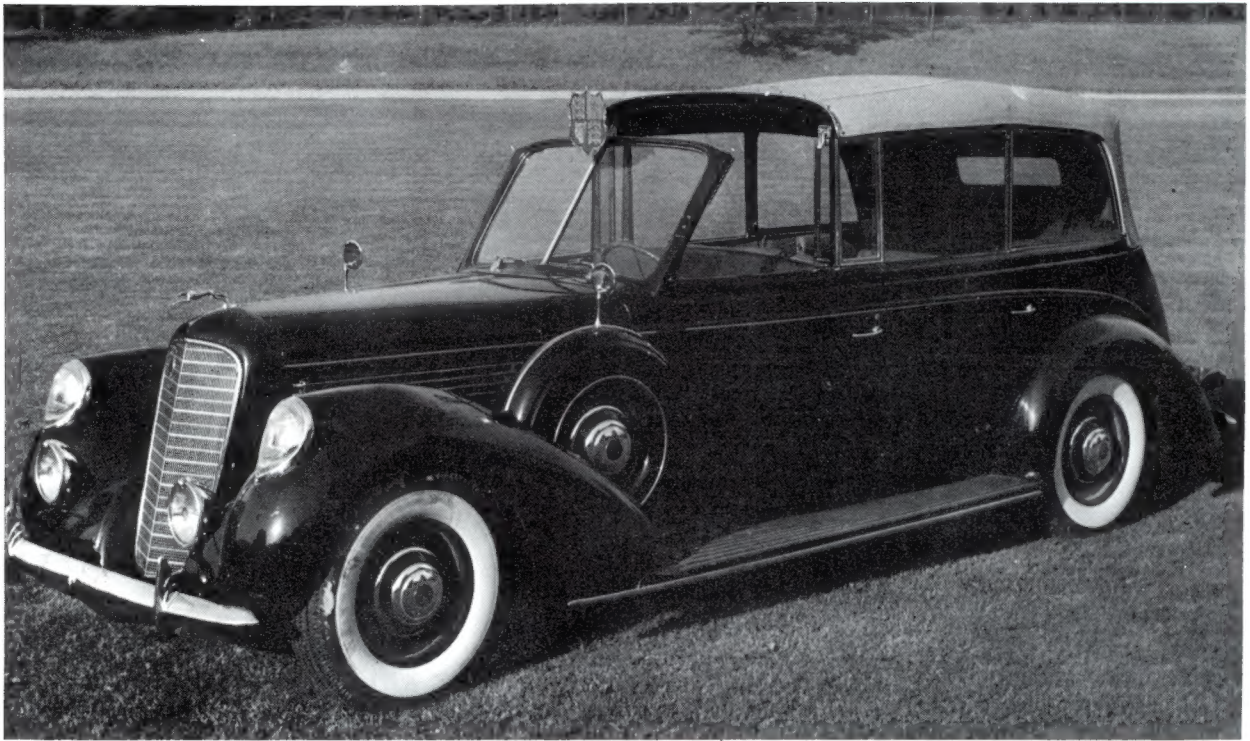
George Corse
Media, Pennsylvania

I was given a set of six old car prints for Christmas 1962, and one of them was a 1929 Lincoln Touring. We hung them on the dining room wall and every night I would look at the Lincoln and think, "I've got to find one of those." At the time I was driving a 1930 Model A Ford Touring which I've had since high school. After two years, we found our Lincoln in Philadelphia.

We bought the 1929, 4-passenger Lincoln Touring in 1959 and paid so much money for it - \$1500 - we considered taking a second mortgage on the house. The car was mechanically pretty good and we were able to drive it home, a distance of fifteen miles. It needed just about everything, including paint, upholstery, top and tires. Since our finances were limited, the restoration was done pretty much at home. My wife, Nancy, did the entire re-upholstery job, using red Naugahyde. I painted the car and we had a new top made in Chester by a man who had worked on "those old cars way back when." I bought four Denman white-wall tires to complete the restoration.

Our first tour was the Classic Car Carolina Coastal Tour in 1966 to Nags Head, North Carolina. At that time we had three young children with us, ages 9, 11 and 13. About two weeks before the start of the tour, the rings were replaced and the valves reground. Much to our chagrin, we found on the first day of the tour that we were burning or losing about a quart of oil every 50 miles. For the next six days on the tour, we bought oil by the gallon and stopped every 5- to 100 miles to add it. Except for this inconvenience, the car ran fine and we had a great time on the tour. The engine was torn down again when we got home and we discovered that the engine should have been rebored and a different set of rings installed.

Since the second engine job, we have done nothing to it except drive it and enjoy it. All three of our older children have driven it to school, on dates or for just "messing around". It has been in at least 100 parades, picnics, weddings and meets. It is a joy to drive, and although it appears to be "original and unrestored", we are always proud of our '29 Lincoln Touring.



1939 "Royal" Lincoln in Greenfield Village, Michigan



1939 "Royal" Lincoln with King George and Queen Elizabeth in Canada, 1939
Both photos on this page courtesy of The Henry Ford Museum, Dearborn, Mich

1939 LINCOLN CONVERTIBLE "ROYAL"

The Lincoln, pictured on the cover, was built especially for King George VI and Queen Elizabeth of Great Britain for their tour of the United States and Canada in 1939. It was used again in 1957 by Queen Elizabeth II and Prince Phillip on their visit.

Windsor, Ontario, 1939 - Specially designed to meet the requirements of Royalty, a Lincoln V-12 LeBaron convertible sedan is now being custom-built by Ford Motor Company. It will be one of the cars placed at the disposal of Their Majesties, King George and Queen Elizabeth on their tour of Canada this spring.

This automobile will provide the finest and most luxurious motor transportation possible. The passenger compartment will seat four persons and will be entirely separated from the driver's compartment. The seats for Their Majesties will be comparable to two chesterfield chairs complete with arm and foot rests, and the other two seats will fold into the front seat.

The passengers will be protected from wind by a glass partition between the front and rear compartments, as well as by windows which disappear into the doors when not in use. It is understood Their Majesties plan to drive with the top down except when the weather is inclement.

The top will fold back from the partition between the driver's seat and the rear compartment. This arrangement makes it very easily lowered or raised and will allow it to fold compactly in place. A canopy over the driver's compartment, which is also detachable, protects the front seat occupants.

The passenger compartment will be richly upholstered with "poudre" blue (powder blue) broadcloth in a tailored panel effect. This color is a favorite of Queen Elizabeth. The driver's section will be finished in a blending but darker shade of blue leather. The car will be painted Royal Maroon with a red stripe along the body belt line moulding. Royal crests will be enamelled on the doors of the rear compartment and on the rear deck.

The passenger section will be fitted with conveniently located compartments for gloves, cigarettes and other small personal effects which Their Majesties may wish to have with them. There is also a special compartment to hold lap robes and two umbrellas in a drawer beneath the driver's seat.

The chrome dividing bar in the center of the windshield will be topped by a special socket to hold the Royal Standard, and just below this will be a small headlamp which will throw a distinctive blue light for night driving. In the day-time a Royal crest is attached over the lens of this lamp.

This special body will be installed on a standard 145 inch wheelbase Lincoln V-12 chassis with a 150 horsepower engine. Wheels will be painted to match the body and spare wheels will be carried in fender wells on both sides. The tires will be whitewalled with special safety type inner tubes.

It is expected that this car will be turned over to Canadian Government officials by Ford Motor Company of Canada, Limited about the middle of April.

TECHNICAL

PAINT PART IV

S.A. Quick

As was indicated in Part III the final lacquer coat is block sanded wet with #600 wet or dry paper until the surface is uniformly flat and all traces of orange peel are gone. Actual compounding by machine with machine grade compound is not needed and if done more paint may be taken off than is desirable. Rubbing compound, applied by hand followed by a product like du Pont's 606 S extra fine polishing compound applied with a wool buff or pad, by machine or hand will bring sanded lacquer up to a flat gloss without swirl marks. A rest, to let the fresh surface cure, followed by polishing with du Pont's No. 7 polish on a lambswool buff or by hand will put a final gloss on.

Rubbing compounds, polish and cleaners all contain an abrasive such as pumice which levels the top of the finish, the flatter the surface the greater the gloss. Compounds with coarse pumice are called rubbing compounds. The particles in polishing compounds are fine. Rubbing compound works two ways, when first used, the pumice cuts and smooths the surface. This action breaks the pumice into smaller particles so that it then works as a polish. Rubbing compounds are used;

1. To eliminate sand scratches
2. To compound an acrylic enamel finish to be spot repaired with lacquer. This knocks off some orange peel and provides "tooth" for better adhesion.
3. To smooth and bring out the gloss of lacquer topcoats.

Hand compounding. Apply a small amount of compound to a soft lint free cloth rolled in a ball or folded into a pad. Rub the paint with brisk even strokes using medium pressure at first and lightening the pressure as the gloss gets brighter. Same technique is used for polishing and waxing.

Machine compounding. Apply machine grade compound evenly over a small area with a paint brush or squeeze bottle. Do not apply too much pressure and keep moving or you'll cut. Put masking tape along all edges likely to be cut and finish these by hand. For machine polishing, remove the compounding pad and put on a lambswool buff or bonnet, use the same technique as in compounding. Do not compound or polish paint until it is well dried. The drier the paint the harder the surface and the better the shine. It takes 3 months to completely cure most paints, lacquer can be compounded/polished the day after application.

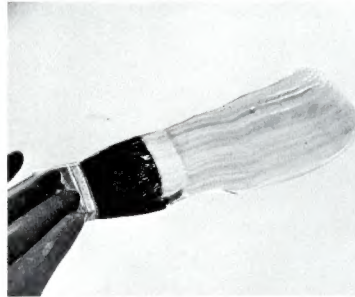
PAINT TOUCH-UP Frequently paint is cut during the final sanding and polishing process. Touch-ups can be done with an air brush available at hobby shops from about \$8.00 to \$30.00 for the best Binks. The spray pattern is small, down to half dollar size, minimizing overspray. It can be used to spray on a masked off stripe if hand striping is not available.

There are several approaches to "belt buckel" type scratches and chips. These are the type that go through the top coats to or into the primer.

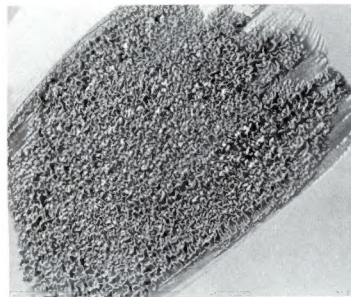
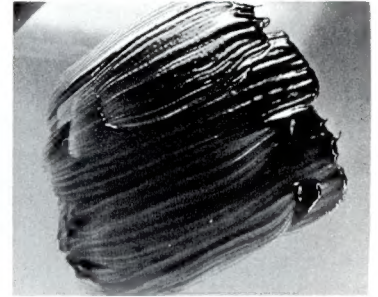
1. Sand them down to a feathered edge and re-spray. This can leave a slight depression if the scratch or chip was very deep.
2. Fill and repaint. Filling with putty, followed by sanding with #500-600 to flatten and smooth, then spraying, gives a repair flush with the surrounding surface.
3. Filling them with paint daubed in with a brush. For very small chips, out-of-the-way-chips, wheels or chassis.
4. Treat the re-sprayed spots with the same method used to finish the balance of the paint.

PAINT REMOVAL

1. Sanding or grinding. This was dealt with in Part III
2. Sandblasting - good for hoods, fenders, etc off the car, especially if they have some rust. Sandblast steel bodies only if there is much rust.
3. Lacquer removing solvent. This product is excellent for removal of sections of lacquer topcoats. If primer is lacquer based it may remove it also. Apply with a brush, allow to penetrate and soften lacquer and wipe off. Several applications may be needed.
4. Paint remover - this is the method of choice for total removal especially on aluminum bodies.
 - A Use the best grade of automotive or aircraft paint remover, for it will have sufficient slow drying ingredients to keep it wet until it can penetrate, it is heavy bodied so it will adhere to vertical surfaces, it leaves no wax residue, and needs no after-washes or neutralizing.
 - B Do leave the remover on long enough to do its job. Overnight, with a fresh coat applied a half hour before scraping will remove a lot of paint.
5. Commercial strippers - they are excellent and fast. There are shops that specialize in automotive stripping, however all chrome shops have strip tanks. If parts are degreased they can usually be persuaded to strip them. (continued on page 10)



FLOW ON A HEAVY COAT OF PAINT REMOVER WITH A BRUSH



ALLOW FINISH TO SOFTEN, THEN SCRAPE OR WASH OFF



KEN and LILA SHAFFER'S 1925 seven passenger Lincoln sedan by Brunn

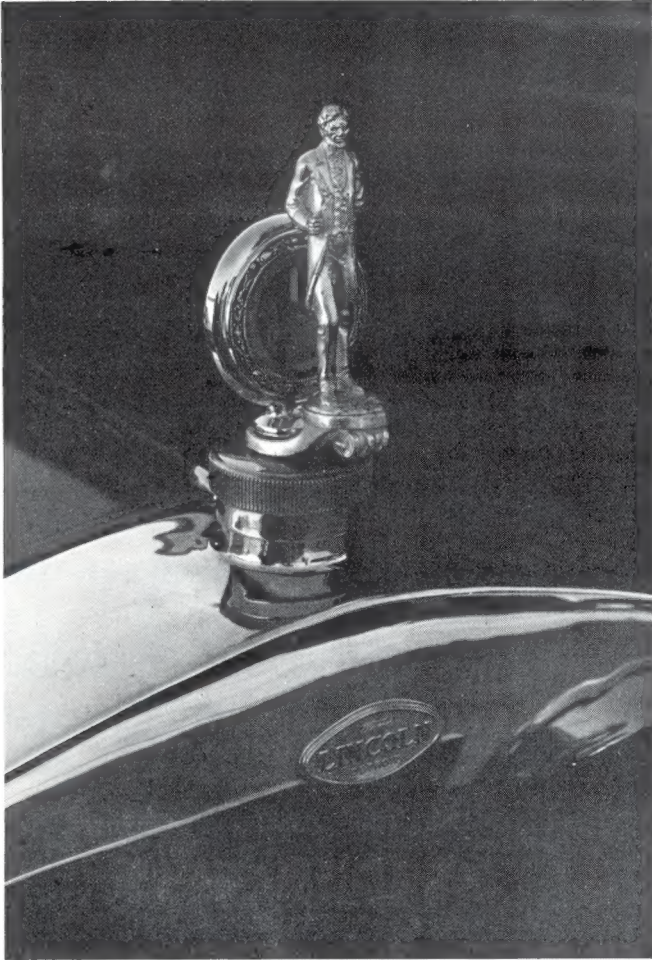
There is very little history about this car other than the original owner passed away a few months after the purchase. His wife had the car put up on blocks and there it stayed until 1972. This accounts for the low mileage, only 8052, on the odometer.

One of the most interesting things about the Shaffers' Lincoln is the radiator cap. "The statuette of Mr. Lincoln so proudly standing on the radiator cap, was given to me by a friend, who told me it was a very rare ornament which came out about 1927 for the Lincolns. It has a 1927 copyright cast in the base. The detail work is so exacting one would think it was done by hand. I have made several examinations with a magnifying glass trying to find the wart on Mr. Lincoln's cheek, but it is not there. The five inch tall statuette is die cast in a fine grain white metal plated silver. The manufacturers' name, L.L. Barrick Byron, Illinois, is cast in the base in 1/16 inch letters. All the dots and commas are visible in the trade mark, so I still think the wart should be there too."

This Lincoln was originally maroon and black and was repainted with matching maroon acrylic lacquer and black acrylic enamel. The dark green engine enamel was also matched with acrylic enamel. The only dents in the entire car, on the rear fenders, done while unloading, were repaired in a body shop.

"The original mohair upholstery is like new in 75% of the interior, the other 25% was taken over by the moths. This boils down to replacing all side panels plus the cushions. Unfortunately the beautiful three tone mouse colored ribbed material on the cushion is not available. The side panel material is readily available in matching color and weave. Most of the classic car buffs advise me not to replace this original material."

Mechanical and electrical work required was very little. The speedometer housing was distorted and broken from old age. This and the gas gauge were the only parts on the car which were not operating when the Shaffers' bought it. The gas gauge mounting was replaced and the face redone with small decals such as used by miniature train hobbyists. A valve and ring job plus replacing all the fan, water pump and generator-starter bearing took care of the balance of the mechanical work. The replaced bearing were not worn but had rust spots. (continued on the next page)



KEN SHAFFER'S BRUNN LINCOLN WITH 1927 LINCOLN RADIATOR CAP STATUETTE. NOTE OFFSET BASE TO ACCOMMODATE THE MOTO-METER.

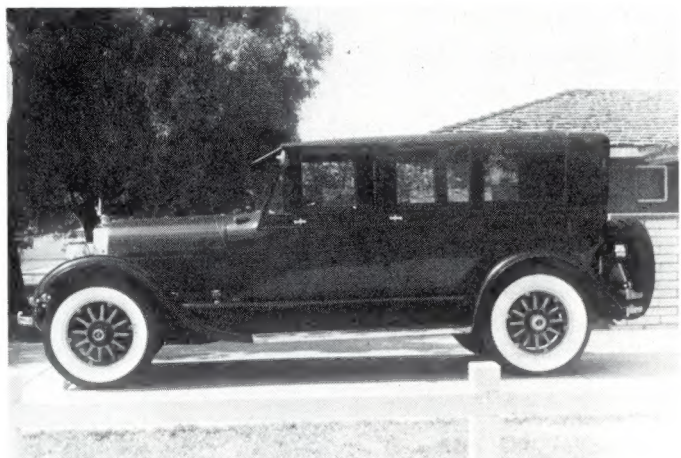


SHAFFER'S BRUNN LINCOLN SPORTING THE 1927 LINCOLN RADIATOR CAP STATUETTE WITHOUT THE HEAT INDICATOR.

To complete the restoration, approximately 80% of the plating had to be re-nickled, as original, and the top and sun visor material replaced with matching straight grain vinyl.

At the start of restoring his Lincoln, Ken Shaffer critized himself for starting such a project at his age. He was 71 at the time (1972). During his research on the Brunn he learned that Henry Leland was 74 years old when he formed the Lincoln Company to design and build the famous Liberty engine of World War I. This information, he wrote, "Gave me the lift I needed, so with the help of my teen-age Grand-son the car was finished in two years. Not that there was a great deal to do but that I can't work as fast as I used to. Now that it is finished I hope to have it judged one of these days."

As STAR TRECK'S Mr. Spock said, "May you live long and prosper" and enjoy your Lincoln



THE SHAFFERS' 1925 SEVEN PASSENGER BRUNN SEDAN

PAINT PART IV ...continued...

Sally Ann Quick's Lincoln Color Guide

I spent a pleasant end of April afternoon, on a trip East, matching R-M Paint Co., Du Pont, and Martin Senour acrylic lacquer color chips from 1960 through 1975 to original Ditzler chips of Lincoln colors up to 1936. The Ditzler chips were only through 36 and the Lincoln colors matched are those listed in January-February F&B Volume 14 Number 1.

All matching was done in natural light from an overcast sky, all modern colors listed were a match to my eye unless noted. Many of the original colors looked drab, whether this is due to dulling with time or inherent in the colors, I found myself liking something a bit lighter and brighter. The grays gave me eyestrain. Most had yellow in them and would not match anything modern. The metallic colors of 1936 were impossible to match, save one. The metallic powder is finer than that used today.

In addition to the Lincoln colors, I matched, just for fun, some wild bright old colors available on any Lincoln to give visual proof to the fact that not all the old colors were drab. The R-M Paint Co. foreign car chips were the principal chips used and unfortunately they did not give the model year a given color was used, with a bit of searching any of these colors should be available in another brand. Now you can go to your local paint dealer and see what Dido Blue looks like, even if you do not wish to use it in acrylic lacquer. One final note: Some of the matches are to interior colors. The interior colors are the same lacquer used on exterior paint with the addition of a flattener. Leave out the flattener and you have exterior paint. If the interior paint is marked semi-gloss it doesn't have flattener. HAPPY LOOKING!

Ditzler IM No./Lincoln color	Brand of modern car using matched color	Car mfg paint code number	Color name	Paint mfg & color No.
589 Sage Brush Green	Datsun	939	Italian Olive	R-M DA 089
686 Marine Blue	Toyota	TL353	Neptune Turquoise	R-M TO 042 shade light
113 Cobalt Blue	75 Autocar Truck		Erie Blue	Du P. 6692L
429 Mulberry Maroon	Mercedes Benz	DB542	Dark Red	R-M ME 094R
584 Forest Green	Citroen	AC522	Charnalite Green	R-M CI 108 shade light
	Volkswagen	L61K	Pine Green	R-M VW 029 shade dark
1020 Homage Blue Deep	English Ford	CN	Velvet Blue	R-M FE 060
1022 Granite Gray Deep	Peugeot	1138	Tervel Gray	R-M PE 062 shade light
1024 Slate Green	73 Ford Interior		Medium Green	M.S. 32Y-16188
1026 Tunis Gray	75 Pontiac Interior		Midnight Neutral	Du P. 9994L very close
1028 Delf Green	Fiat	386	Dark Green	R-M FT 180
969 Grisette Brown Deep	75 Cadillac Interior		Dark Brown	Du P. 43620L
283 Thorn Brown	Fiat	793	Maroon	R-M FT 243M It matched!
1019 Ascot Maroon	Fiat	189	Maroon	R-M FT 1223M
1021 Dido Blue	74 Ford Interior		Medium Blue	Du P. 10050LH very close
1023 Bolivian Gray	62-64 Volkswagen	L469	Anthracite	M.S. 30Y-3662
1029 Mountain Gray Deep	75 Cadillac Interior		Dark Maize	Du P. 9989LH
1030 Haverhill Brown	73 Ford Truck Interior		Dark Tobacco	M.S. 32Y-16193
949 Royal Blue	75 Autocar Truck		Erie Blue	Du P. 6692L very close
1609 Cardiff Green Poly	68 Lincoln Cont.	G3070	Belmont Green Poly	M.S. 30Y-3781
1611 Stonington Gray Poly	68 Lincoln Cont.	P2065	Champagne Poly	M.S. 30Y-3679
The following are the "matched for fun" colors				
382 Cape Smoke	Plymouth Cricket	135	Oasis Green	R-M CR 006
389 Motor Car L. Deep	Renault	7013	Bordeaux Red	R-M RE 167R
390 Arona Blue	Rootes Group	117	Neptune	R-M RO 109
392 Menelaus Orange	Datsun	006	Sunbird Orange	R-M DA 087
392 Nasseau Orange	Volkswagen	L30F	Salmon Red	R-M VW 232
298 Sea Foam Blue	MG	BU44	Rivieri Blue	R-M BM 065
401 Region Blue	Rootes Group	123	Ming Blue	R-M RO 115
490 Radium Blue			Atlantic Blue	R-M BW 025
510 Beaufort Gray	Saab	GN5	Olive	R-M SA 014
512 Pyramid Gray	Triumph	350	Olive Green Gray	R-M TR 031
775 Permanent Vermillion	Datsun	905	Red	R-M DA 077R
796 Prairie Grass	Datsun	920	Gold	R-M Da 078

Opposite is a sample page from Volume I of The Lincoln Service Bulletins. Thanks to Alexander Coles making his originals available, we have the negatives made and are ready to print all the L bulletins from Vol I through 1930 as soon as 200 advance orders are recieved. The price is \$25.00 payable to The Lincoln Owners' Club, sent to and held by Treasurer Henry Harper until the minimum is reached or August 9. If the minimum is not reached the checks will be returned at that time.

If you will support this project, which was the first choice of the club project vote last year, we will IMMEDIATELY proceed with the 2nd choice, the balance of the service bulletins of 1931 through the K model. We would like to get the complete set of bulletins done then reprint some much needed information on 34-39. Due to the economy it is an excellent time to do this.

\$25.00 is most reasonable for a quality reprint of so many pages, especially when compared to the cost of buying inferior zerox. Even if you do not own an L Model (and at least 171 of you do), we hope you will order and add these Lincoln Service Bulletins to your library. This project and others to follow, depend solely on your support!

LINCOLN SERVICE BULLETIN

LINCOLN MOTOR COMPANY *Division of* FORD MOTOR COMPANY

Vol. 1

SEPTEMBER, 1924

No. 9

Shock Absorbers

ALL shock absorbers are adjusted at the factory on a special machine. They are adjusted so that the lever travels thru a given distance in a set time. Some variation will be noted in the position of the pointer on the shock absorber but this variation is due not to a variation in the adjustment of resistance but to slight variations in the instrument itself. It is not necessary to adjust

the shock absorbers on cars received from the factory as each instrument is set exactly alike except in rare cases where the owner of the car desires less or greater resistance. In cold weather, it is usually desirable to turn the adjustment back slightly to allow for the increased viscosity of the fluid at

low temperatures. The needle valve adjustment controlling the resistance offered by the instrument has been changed as shown in Figs. 54 and 55. There are now seven divisions and a pointer is provided instead of an arrow. There is also a stop for the fully open and fully closed positions.

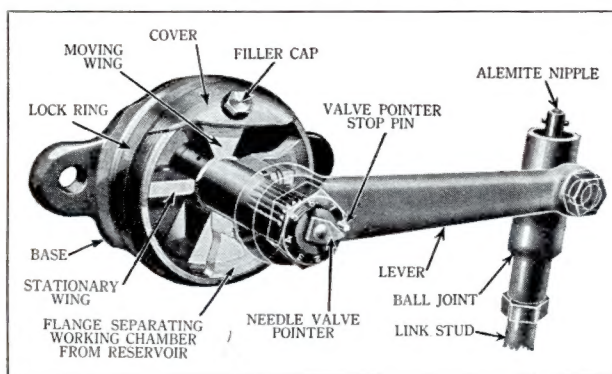


Fig. 54

reservoir with glycerine. Do not use lubricating or other oils. The lubrication of the ball joints at each end of the link studs is

Lubrication

Every 5000 miles remove the filler plug and fill the plug and fill the reservoir with glycerine. Do not use lubricating or other oils. The lubrication of the ball joints at each end of the link studs is very frequently neglected. These joints are equipped with lubricator connections and should receive attention every time the car is lubricated.

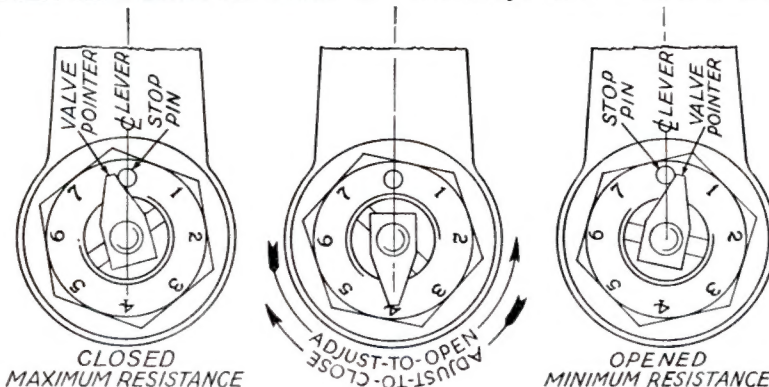


Fig. 55



FOR SALE

1929 Lock phaeton, also parts car and sufficient parts to restore both. \$18,500. Frank Heiss 1230 Crown point Road Westville, N.J. 08093

1932 Lincoln KA 5 pass victoria coupe. Excellent mechanical condition. New roof insert, body in prime and some plating has been done. Car is complete with the exception of the horn and one tail lamp lense. Best offer over \$4000. J. P. Kearns 435 Bryn Mawr Ave Bala Cynwyd, Pa 19004 215 MO4-0617

1934 Lincoln KA V-12 136" wheelbase sedan. This is a fine original unrestored classic. Equipted with side-mounts, trunk rack, trunk. It is also one of a very few KA's equipted with the optional free-wheeling. Car has been in storage for about 10 years, was also in storage during WW II, so is not a high milage car. Absolutely no rust nor rot anywhere in the body. Paint and upholstery are good. A presentable car to enjoy or a quick and easy restoration. I have too many cars and need the storage space. \$7,250. or close offer. Telephone 617 277-0506 Harrison P. Bridge 50 Fernwood Road, Chestnut Hill, Mass 02167

Original Lincoln sales literature from 1925 on up, including Zephyr and Continental. Mostly custom body catalogues and full line catalogues plus color folders. Please send SAE with years needed. Harrison Bridge 50 Fernwood Road Chestnut Hill, Mass 02167

Choice pair of 1931 headlights. \$125 plus fgt. Don Jensen Humboldt, Iowa 50548

Lincoln Trunks for late Model L's - various trunks for \$150 to \$300. Phone early AM. Joe Egle 913 831-3674

WANTED

For 1932 KA - left rear fender, running boards, running board rubber, source for Bedford cord upholstery & original type carpet and literature. James Townsend

FOR SALE - 1933 front bumper, 32 V-8 left bank cyc head, 1 front brake cable, set of repairable but rough welled front fenders for 32. James Townsend 3830 Windwood Circle Charlotte, N.C. 28211 366-8190

Copies of "FORK & BLADE" - all issues before May 1969. Also want 1925-6 "L" Lincoln Owners manual; 1931 "K" Lincoln owners manual. Sales literature for 1925-6 and 1931, color preferred. Bob Schill

For 1925 L Lincoln - correct Waltham clock. Excellent to mint hubcaps for 1926 L and 1931 K Lincolns. Wire wheels on 31 & wood on 1926. Bob Schill P.O. Box 52 Hinsdale, N.H. 03451

1932-33 KA or KB original or restored car. Send full details or call. Bob Schill P.O. Box 52 Hinsdale, New Hamp. 03451 603 336-5801

For 1936 K Lincoln - distributor shroud, radiator shutter, valley strip, right & left splash pans, oil level scale plate, 4 nice hubcaps, gas cap and tag light lens. Dominic Sergi 1710 Springdale Rd Cherry Hill, N.J. 08003 609 424-1659

For 1929 - Waltham speedometer in good condition. Harold Bowen 7018 Trask Ave Playa Del Rey, Ca 90291

For 1929 - set of manifold gaskets and a gas gauge. Louis Grue 4400 Meadow Cliff Rd Glen Arm, Md 21057

For 1925 - Front and rear bumpers and for rear only the two plates that hold them on & two bolts. One long 90° nipple, to fit end of brake shaft under front seat. 1 grease nipple to fit rear spring shackle, coarse thread. 13 dust covers for nipples. Tube and cables for petrol gauge, arm for rear lamp, link to hold radiator cap on, ignition key Yale LM584, copy of 1 bolt that threads into end of wing (fender) cross tie/head lamp support. P. Harris-Mayes "Waimarino" Manor Ave, Deal, Kent CT14-9PN England

For 1934 - pair of front axel to shock links. Cornelius Onderlinde 153 Cupsaw Dr Ringwood, N.J. 07456

For 1925 - radiator shell and microphone for intercom. Bingham Hart 2377 Randolph Ct Lexington, Ky 40503

For 1934 - round ashtray for right side of dash. Glen Hague 8817 Haverstick Rd Indianapolis, Ind 46240

FOR SALE - 1949-51 Lincoln rocker panel for 2 & 4 door. Available with quarter panel repair

1956-60 Lincoln rocker panel for all models. Available with quarter panel repair

1949-51 Lincoln, except Cosmopolitan, 4 door quarter panel. Tim Baron P.O. Box 22474 Beachwood, Ohio 44122

Camshaft regrinding and rebuilding on early Lincolns to 39 K's, also rebuilding of roller cam followers is done by Jack H. Bunton Automotive and industrial engine rebuilders 6802 N. Jefferson Spokane, Wash 99208 509 642-5285 days 327-6448 evenings.

George Townsend has volunteered to compile a "Suppliers Directory" of sources of NOS, reproduction, substitute, and used parts and service for Lincoln. Please send to George any information along this line for inclusion in this directory. Some time ago one member sent me the numbers of an International Harvester radiator hose that worked on Lincoln. I have never been able to find it. Would he pass that information along to George?

George Townsend
5809 Lenlock Circle S
Huntsville, Ala. 35802
205 881-8042

REMEMBER, ALL ROADS LEAD TO DEARBORN, AUGUST 9